1-8. (CANCELED)

9. (CURRENTLY AMENDED) A distributor gear (1), for a vehicle, with an adjustable coupling device (5), ~~for a vehicle, in particular for the vehicle with~~ the distributor gear (1) having a shiftable all wheel drive for distribution of an incoming drive torque via a drive shaft (2) between at least [[two]] first and second output shafts (3, 4) whereby [[a first]] the second output shaft (4) ~~can be connected~~ is selectively connectable with the drive shaft (2) via [[a]] the coupling device (5), and where the coupling device (5) ~~can be~~ being actuated via an electric motor (9), and a drive converter device (10), located between the electric motor (9) and the coupling device (5), for conversion of rotary movement of the electric motor (9) into a translatory actuation movement for the coupling device (5);

wherein the electric motor (9) is integrated within an intermediate gear (7) such that the intermediate gear (7) surrounds and rotates around the electric motor (9).

10. (CURRENTLY AMENDED) The distributor gear according to claim 9, wherein at least a part of the drive torque of the drive shaft (2) is transferred to ~~one of~~ the second output shaft[[s]] (4) via the intermediate gear (7).

11. (CURRENTLY AMENDED) The distributor gear according to claim 9, wherein the electric motor (9) is ~~designed as~~ a rotating field motor (Ket).

12. (CURRENTLY AMENDED) [[The]] A distributor gear ~~according to claim 9, wherein~~ (1), for a vehicle, with an adjustable coupling device (5), the distributor gear (1) having a shiftable all wheel drive for distribution of an incoming drive torque via a drive shaft (2) between at least first and second output shafts (3, 4) whereby the second output shaft (4) is selectively connectable with the drive shaft (2) via the coupling device (5), and where the coupling device (5) being actuated via an electric motor (9), and a drive converter device (10), located between the electric motor (9) and the coupling device (5), for conversion of rotary movement of the electric motor (9) into a translatory actuation movement for the coupling device (5);

wherein the electric motor (9) is integrated in an intermediate gear (7); and

a housing (25) of the electric motor (9) ~~is constructed as~~ supports a bearing [[of]] for the intermediate gear (7).

13. (CURRENTLY AMENDED) [[The]] A distributor gear ~~according to claim 9, wherein~~ (1), for a vehicle, with an adjustable coupling device (5), the distributor gear (1)

having a shiftable all wheel drive for distribution of an incoming drive torque via a drive shaft (2) between at least first and second output shafts (3, 4) whereby the second output shaft (4) is selectively connectable with the drive shaft (2) via the coupling device (5), and where the coupling device (5) being actuated via an electric motor (9), and a drive converter device (10), located between the electric motor (9) and the coupling device (5), for conversion of rotary movement of the electric motor (9) into a translatory actuation movement for the coupling device (5);

wherein the electric motor (9) is integrated in an intermediate gear (7); and

the drive converter device (10) is equipped with a spindle (16) and a spindle nut (15) is supported on [[it]] the spindle (16).

14. (CURRENTLY AMENDED) The distributor gear according to claim 13, wherein the spindle (16) is rotationally fixed and the spindle nut (15) ~~can be~~ is rotated by the electric motor (9) whereby the spindle nut (15) has a same rotational direction as the drive shaft (2) during [[a]] closing ~~process~~ of the coupling device ([[1]]5) to transfer a portion of the drive torque from the drive shaft (2) to the second output shaft (4).

15. (CURRENTLY AMENDED) The distributor gear according to claim 13, wherein the spindle nut (15) is rotationally fixed, and ~~in that~~ the spindle (16) ~~can be~~ is rotated by the electric motor (9) whereby the spindle (16) has a same rotational direction as the drive shaft (2) during [[a]] closing ~~process~~ of the coupling device ([[1]]5) to transfer a portion of the drive torque from the drive shaft (2) to the second output shaft (4).

16. (PREVIOUSLY PRESENTED) The distributor gear according to claim 9, wherein the electric motor (9) is operated with transmission lubricant and cooling characteristics of the transmission lubricant are used for the electric motor.

17. (NEW) The distributor gear according to claim 9, wherein the second output shaft (4) is connected to the drive shaft (2) via the coupling device 5, a first gear (6) supported on the drive shaft (2), the intermediate gear 7 and a second gear (8) supported by the second output shaft (4).

18. (NEW) The distributor gear according to claim 9, wherein the drive torque is guided by the drive shaft (2) to the first output shaft (3) and the second output shaft (4), and the first output shaft (3) is directly connected with the drive shaft (2) so

that the drive torque is supplied directly from the drive shaft (2) to the first output shaft (3).

19. (NEW) The distributor gear according to claim 9, wherein the drive torque is guided by the drive shaft (2) to the first output shaft (3) and the second output shaft (4), and the first output shaft (3) is directly connected with the drive shaft (2) so that the drive torque is supplied directly from the drive shaft (2) to the first output shaft (3) and the second output shaft (4) is connected to the drive shaft (2) via the coupling device (5), a first gear (6) supported on the drive shaft (2), the intermediate gear (7) and a second gear (8) supported by the second output shaft (4).

20. (NEW) The distributor gear according to claim 9, wherein the drive converter device (10) comprises a gear segment ring (12) and another gear (13) which drive a spindle nut (15) of the drive converter device (10).

21. (NEW) The distributor gear according to claim 20, wherein the coupling device (5) is equipped with a thrust washer (17) which is connected, in a torsion-resistant fashion, with the drive shaft (2) and rotates during the actuation of the distributor gear (1), and the spindle nut (15) is moved toward the thrust washer (17) during engagement of the coupling device (5) so that friction between the thrust washer (17) and the spindle nut (15) increases.

22. (NEW) The distributor gear according to claim 17, wherein the coupling device has a lamella package (19) constructed as a multiple disc clutch, and the lamella package (19) comprises an inner lamella (20) and an outer lamella (21), whereby the inner lamella (20) is connected torsion-resistant and adjustable in an axial direction of the drive shaft (2) toward an inner lamella support (22), and the outer lamella (21) is connected torsion-resistant and adjustable in the axial direction of the drive shaft (2) with an outer lamella support (23) which is connected torsion-resistant with the first gear (6).